

The China Mail

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號三十一年八月八日一千英

HONGKONG, WEDNESDAY, JUNE 13, 1888.

日四初月五年子戊

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. C.—GEORGE STREET & Co., 30, Cornhill, GORDON & GOTCH, Ludgate Circus, E.C.—BATES HENRY & Co., 37, Wallwalk, E.C.—SAMUEL DEACON & Co., 150 & 154, Leadenhall Street, W. M. WELLS, 151, Cannon Street, E.C.

PARIS AND EUROPE:—AMERI PRINCE & Co., 36, Rue Lafayette, Paris.

NEW YORK:—ANDREW WIND, 21, Park Row.

SAN FRANCISCO AND AMERICAN PORTS generally:—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, Melbourne and Sydney.

OCEAN:—W. M. SMITH & Co., THE APOTHECARY'S CO., Columbus.

SINGAPORE, STRAITS, &c.:—SAVILE & Co., Square, Singapore. O. HEINZEN & Co., Manila.

CHINA:—MACAO, F. A. de CRUZ, Swallow, JUDEON & Co., ANAY, N. MOALLE, Funchau, HEDOR & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co., and KELLY & Co.

BILLS.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10 to 1.

2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3% per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written-up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked "On Hongkong Savings' Bank Business" is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION,

T. JACKSON,
Chief Manager.

Hongkong, September 1, 1888. 754

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,500,000
RESERVE FUND, \$3,900,000
RESERVE LIABILITY OF PRO-
Prietors, \$7,500,000

COUNCIL OF DIRECTORS.
Chairman:—HON. JOHN BELL IRVING.
Deputy Chairman:—W. H. FORBES, Esq.
C. D. BOTTOMLEY, S. O. MICHAELSEN,
Esq.
W. G. BRODIE, Esq.
H. L. DALBYMPLE, Esq.
E. A. LAYTON, Esq.
Hon. A. P. MCQUEEN, Esq.

CHIEF MANAGER.
Hongkong, THOMAS JACKSON, Esq.
MANAGER.
Shanghai, EVEN CAMERON, Esq.
LONDON BANKERS.—London and County
Bank.

HONGKONG.
INTEREST ALLOWED.
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

ON Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, April 25, 1888. 363

Notices of Firms.

NOTICE.

WE have this day authorized Mr. JULIUS KRAMER to sign our Firm.

ARNHOLD, KARBERG & Co.,
Hongkong, June 12, 1888. 966

NOTICE.

MY INTEREST and RESPONSIBILITY in the Firm of HAHN, PIRON & Co. has ceased from this day.

E. PIRON,
Hongkong, 1st June, 1888.

I HAVE this day taken over the BUSINESS of HAHN, PIRON & Co., and will carry on the same in future under the style of

A. HAHN,
Dealer in Pianos & Musical Instruments.

Hongkong, 1st June, 1888. 957

SAILOR'S HOME.
NY Cast-off Clothing, Books, or
Papers will be thankfully received
at the Sailor's Home, West Point
Hongkong, July 25, 1887.

Intimations.



PERSEVERANCE LODGE OF
HONGKONG,
No. 1165.

Regular MEETING of the above
LODGE will be held in the Free-
MASON'S HALL, Zetland Street, on SATUR-
DAY NEXT, the 16th Instant, at 8:30
for 9 p.m., precisely. VISITING BRETHREN
are cordially INVITED.

Hongkong, June 12, 1888. 960

THE HONGKONG HIGH LEVEL
TRAMWAYS COMPANY,
LIMITED.

THE Public are respectfully informed
that the PEAK TRAMWAY was
OPENED for PUBLIC TRAFFIC on WED-
NESDAY, 30th May.

The CARS RUN as follows between ST.
JOHN'S PLACE and VICTORIA GAP:

8 to 10 a.m. every quarter of an hour.
12 " 2 p.m. half hour.
4 " 8 " quarter of an hour.

SUNDAYS.

1 past 12 to 1 past 9 every quarter of
an hour, and from 4 to 8 p.m. every quarter
of an hour.

GENTLEMEN are requested NOT TO
SMOKE in the First-class Compartment.

Tickets for 30 trips up and 30 trips down,
First-class, at \$12.00; and Tickets for six
trips up and six trips down, at \$2.50;
Five-Cent Coupons and REDUCED TICKETS
for Servants in the other classes may be
obtained at the Office of the GENERAL
MANAGERS.

Hongkong, June 6, 1888. 922

Business Notices.



JUST RECEIVED.

OUR NEW STOCK OF STRAW HATS, FANCY PUGGAREES AND HAT BANDS.

L. C. & CO.'S FLEXIBLE FELT HATS,

WITH PATENT PERSPIRATION-PROOF LINING.

NEW SHAPES

TERAI HATS.

LANE, CRAWFORD & CO.

Hongkong, May 30, 1888. 878

J. MARINBURK, COLLEGE CHAMBERS,

BEGS to inform the Public that he has made GREAT
REDUCTIONS IN PRICES

OF FURNITURE AND UPHOLSTERING

IN LATEST DESIGNS.

All the Work is made under My Supervision and I use the best Coverings, Plushes
and Materials. Guarantee all the Work of best Workmanship.

Hongkong, May 22, 1888. 832

N E W G O O D S.

TALL SILK HATS.
DRAB FELT HATS.
BLACK, BROWN, DRAB AND GREY HARD FELT HATS.
TERAI and other SOFT FELT HATS.
TWEED HATS and CAPS in new shapes.
STRAW and PITH HATS.
SILK UMBRELLAS, from \$5, over 10" to choose from.
WALKING STICKS, a very large assortment.
WATERPROOF COATS, LEGGINGS and CHAIR ARBONS.
TRAVELLING RUGS & SCOTCH MANTA.
OVER COATINGS, light and heavy.
OVER COATINGS, Ulster Tweeds.

FINE BLACK DIAGONAL and CORRUGATED FABRIC for Dress Suits.

Black, Blue & Brown Fancy and Check DIAGONAL COATINGS.

Fancy and Check TWEED SETTINGS.

TRousERS, in a great variety of Stripes, Checks, &c.

CRICKETING FLANNELS, in Checks, Stripes & Plain.

Unshirred FLANNEL SHIRTINGS.

Winter, Medium and Summer COATINGS.

PANTS.

DANCING PUMPS, all sizes.

LARGE STOCK of SCARFS, TIES, HANDBERGHETS, BRACES.

STOCKS, ULSTERS IN STOCK.

ROBT. LANG & CO.

Hongkong, February 21, 1888. 285

STAG HOTEL, QUEEN'S ROAD CENTRAL, HONGKONG.

J. COOK, Proprietor.

THE HOTEL IS CENTRALLY SITUATED AND WITHIN A FEW MINUTES' WALK FROM THE PRINCIPAL LANDINGS PLACES.

GOOD ACCOMMODATION FOR VISITORS.

CHARGES MODERATE.

TIFFIN 50 CENTS. DINNER 75 CENTS.

WELL VENTILATED BILLIARD ROOM.

TIFFIN 50 CENTS. DINNER 75 CENTS.

WINE, SPRTS AND MALT LIQUORS OF THE VERY BEST QUALITY ONLY.

Hongkong, April 1, 1887. 607

Victoria Hotel, Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The Accommodation and Services of every kind will be found to be of the best description.

An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL.

The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD and SMOKING ROOMS.

The HOTEL is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken.

Messrs. DORABEE & HING KEE,
Proprietors.

Hongkong, September 16, 1888. 1612

W. POWELL & Co.

EX BOKHARA AND GLENCHORY.

TRIMMED SUMMER HATS.

STRAW, WILLOW and LEATHER HATS.

BOYS' and GIRLS' HATS.

INFANTS' COATS and HATS.

INFANTS' COATS and GOWNS.

LADIES' MORNING WEAVERS.

MENS' and WOMENS' COSTUMES.

SUMMER DRESS MUSLINS.

SILK GLOVES—all lengths.

W. POWELL & Co.

VICTORIA EXCHANGE, May 31, 1888. 882

And should the same not be produced before the 22nd June, 1888, DUPLICATE CERTIFICATES will be ISSUED in NAME of the above Parties, and no transaction taking place under the aforesaid DUPLICATES will be Recognized by this Company.

A. O'D. GOURLIN,
Secretary.

Hongkong, May 22, 1888. 839

NOTICE.

LADY DES VŒUX will be AT HOME at MOUNTAIN LODGE on SATURDAYS, from 4 to 6.30 p.m. until further Notice.

Hongkong, June 9, 1888. 942

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

THE above Company's EXCHANGE is NOW OPEN for Telephonic Communication.

Rate of Subscription is \$80

THE CHINA MAIL.

No. 7739.—JUNE 13, 1888.

Entertainment.

THEATRE ROYAL,
CITY HALL.
FOR A SHORT SEASON ONLY!
COMMENCING
SATURDAY EVENING,
the 10th June, 1888.

**WASH NORTON'S FAMOUS
WORLD OF WONDERS.**

A Combination of superlative excellence, and beyond comparison, including the following WORLD-KNOWN ARTISTS AND STERLING NOVELTIES!

Mr. & Mrs. WASH NORTON,
Refined Sketch Artists.

THE MONARCHS OF GROTESQUES,
THE HARVEY BROTHERS

(William & Charles),
The Great Original Egyptian and Oriental Necromancer.

ACHMED ALI BEY,
In his Unique Entertainment of Egyptian, Arabian and Hindoo Illusions,
Assisted by Miss HAIDA.

ALBERT LINTON,
The Wonderful Young Lighting Sketch Artist.

PROFESSOR ALFRED JENSEN:
GALATEA.

The animated Statue.

MR. WASH NORTON,
In his Astounding Quick Changes.

ZITKA, THE ENTRANCED LADY,

Or Floating in the Air, &c., &c.

Prices of Admission:
Dress Circle and Stalls \$2.00;
Pit \$1.00.

Seats can be reserved at Messrs. KELLY & WALSH, LIMITED, under Hongkong Hotel.

Doors Open at 8.30 P.M.
Performance Commences at 9 O'CLOCK.

CHAS. DERMER,
General Agent.

Hongkong, June 11, 1888. 950

Notices to Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM ANTWERP, LONDON AND SINGAPORE.

THE Company's S.S. *Choyang*, having arrived from the above Port, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at West Point, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before noon to-day.

Cargo remaining undelivered after the 15th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, June 8, 1888. 933

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Tsiaing*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 18th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers.

Hongkong, June 11, 1888. 954

INSURANCES.

NORTHERN ASSURANCE COMPANY.

THE Undersigned having been appointed Agents, in conjunction with Messrs. TURNER & CO., for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

W. HEWETT & CO.

Hongkong, June 7, 1888. 929

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLIDAY, WISE & CO.

Hongkong, July 25, 1882. 496

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & CO.

Hongkong, January 1, 1882. 14

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & CO., Agents.

Hongkong, July 15, 1882. 1340

To-day's Advertisements.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND BANGKOK.

The Company's Steamer *Kong Beng*,

Captain R. JONES, will

be despatched for the above Ports on

SATURDAY, the 16th

Instant, at Noon.

For Freight or Passage, apply to

YUEN FAT HONG, Agents.

Hongkong, June 13, 1888. 973

UNION LINE.

FOR SINGAPORE.

The Steamship *Friar*,

Captain COOM, will be

despatched for the above Port on

SATURDAY, the 16th Instant, at

2 p.m.

For Freight or Passage, apply to

RUSSELL & CO., Agents.

Hongkong, June 13, 1888. 970

SHIRE LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

The Steamship *Merionethshire*

will be despatched for the above Ports on or about the 16th Instant.

For Freight or Passage, apply to

ADAMSON, BELL & CO., Agents.

Hongkong, June 13, 1888. 972

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamship *Tsiaing*,

Capt. JACKSON, will be

despatched as above on

WEDNESDAY, the 20th Instant, at 3 p.m.

This Steamer has superior First-class Accommodation, specially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, June 13, 1888. 968

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

The Co.'s Steamship *Anday*,

Commandr. DELACROIX,

will be despatched for the above Ports on or about WEDNESDAY, the 20th Instant.

G. DE CHAMPEAUX, Agent.

Hongkong, June 13, 1888. 909

Vessels Advertised as Loading.

Destination.

Ferry.

Captain.

Agents.

Date of Leaving.

To-day's Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking cargo & Passengers at through rates

for NINGPO, CHEFOO, NEW-

CHIANG, TIENSIN, HANKOW and

Ports on the YANGTZE.)

The Co.'s Steamship *Palmaris*,

Captain JACKSON, will be

despatched as above on

THURSDAY, the 21st instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, June 13, 1888. 975

SHIPPING.

ARRIVALS.

June 13, 1888.—

YORKSHIRE. British steamer, 1,434, J. H.

Arnold, Japan June 6, Rice.—RUSSELL &

CO.

Fok-i-n. British steamer, 600, J. S. Roach,

Tamsui June 8, Amoy 11, and Swatow 12,

General.—DOUGLAS STEAMSHIP CO.

Fushun. Chinese steamer, 1,503, A.

Cread, Shanghai via Swatow, June 9,

General.—C. M. S. N. Co.

Yung Ching. Chinese steamer, from

Whampoa.

Malwa. British steamer, 750, T. F.

Orvrey, Yokohama June 5, Mails and

General.—P. & O. S. N. Co.

Monkata. British steamer, 650, Geo.

Anderson, Bangkok June 6, Rice and

General.—YUEN FAT HONG.

Soochow. British steamer, 313, T. Rowin,

Pakhoi and Hoilow June 12, General.—

KWONG TAI LOONG.

DEPARTURES.

June 13.—

Titan. for Amoy and Shanghai.

Antoinette. for San Francisco.

Louise. for Callao.

Fushun. for Whampoa.

China. for Swatow.

Kuan Yai. Chinese cruiser, for Canton.

CLEARED.

YORKSHIRE. for Port Said.

Hector. for Singapore and London.

Drachenfels. for Saigon.

Phu Quoc. for Tonkin.

PASSENGERS.

ARRIVED

CHINESE diarrhoea spread yesterday to a rather alarming extent in Victoria Gaol. At six o'clock in the morning there was only one case in the ward, but between then and nine o'clock no less than nine fresh cases were admitted. About seven o'clock, after four or five cases had come in, Dr. Marques sent an order for four prisoners to act as hospital nurses. Four strong men, good workers, were chosen, and were detailed to empty spittoons and do other medical nurse work. One of these four, after he had been a few minutes in the Hospital and before he had done scarcely any Hospital work, lay down on the passage and complained of being sick. It was soon seen that this "nurse" must be made a patient forthwith. He was attended to by Dr. Marques and was seen two or three times by Dr. Ayres. Their care was unavailing and he died last night at 11.30. An inquest was held in the Gaol to-day. We have not time to reproduce the evidence at length to-night. It went to show that the deceased had an attack of diarrhoea about four o'clock yesterday morning, but did not consider it serious and made no complaint. He took his rice in the morning, and before breakfast helped to empty the night-soil buckets. The medical evidence of Drs Marques, Ayres and Cantlie was that death resulted from choleric diarrhoea. Dr. Cantlie, however, said he would like to make some remarks about the water supply of the Gaol. He believed it was obtained from Glencairn Ravine and that a guard had been placed over the tank there on account of the water being found impure. The Coroner, Mr. Wedderburn, cut him rather short. On, however, one of the jurors enquiring if any cause could be assigned why ten men should be struck down with diarrhoea in one day, the Coroner recalled Dr. Ayres and questioned him on the water supply. Doctor Ayres said he attributed the outbreak of cholera to the unusual wet weather and cold nights, which had been phenomenal this year in the month of June. The Gaol water was brought by pipes from the tank at Glencairn Ravine. There was reason to think that the water might be polluted, and a policeman had been put on guard over the tank night and day. Mr. Crow had received a complaint that the coolies were emptying the night-soil buckets up there. This was quite possible, as there was no protection to the tank. The pollution, however, could not be for any length of time, as the water was continually coming in and going out.

The Shanghai *Mercury* says:—The a.s. *Kuang-ho*, belonging to Messrs Jardine, Matheson & Co., which has been moored for some time past down the river on the Pootung side, some distance below Messrs Boyd & Co.'s dock, broke from her moorings shortly after noon on the 7th inst. The tide was on the flood and the vessel was in danger of running down the a.s. *Kiang-ping*, which was a few lengths higher up. The watchman, with great presence of mind, shifted the helm and headed for mid-stream, hoping to get assistance in answer to his signals, but before it could come the vessel drifted bow on to the *Bellerophon* lying alongside the wharf, and caught her amidships denting her side and starting some of the struts and rivets, which will compel her going into dock. The *Kuang-ho* was brought up at once with a line, and afterwards taken by the tug-boat *Fairy* along the upper end of Messrs Jardine's wharf. She appears to have suffered but slightly. Part of her chafing board was carried away, the main-rail sprung and a stanchion bent being about the extent of her damage.

SENATOR SCHULZ'S Committee appointed to inquire into the resources of the Great Mackenzie Basin report that the extent of the region is 1,230,000 square miles; that its coast line on the Arctic Ocean and Hudson's Bay measures 5,000 miles, over one half of it being easily accessible to whaling and sealing craft; that the navigable coast-lines of the larger lakes of the region extend for 4,000 miles; that river navigation is practicable for 2,750 miles; that within the region there is a possible area of 650,000 square miles fit for potato-growing, 407,000 suitable for the cultivation of barley, and 316,000 for that of wheat; that the pastoral area is equal to 800,000 square miles; that 150,000 square miles are arid; and that the evidence submitted to the committee points to the existence in the Athabasca and Mackenzie valleys of the most extensive petroleum field on the American continent, if not in the world.

The *Tablet* says:—Rumour has been busy during the week with the name of the Cardinal Archbishop. It has been stated by several of our Protestant contemporaries that his Eminence will probably be offered one of the new life peerages in the reformed House of Lords. It would be difficult to find another man in England who so perfectly combines official and personal fitness for such a position. And it is pleasant to see how immediately public opinion has pointed to him as one whom it delights the people to honour. It would be a little curious, also, as affording another instance of the compensations which sometimes come to those who have sacrificed most. The dignity in the Anglican community which once seemed to await the Archdeacon of Chichester was put aside, and to-day he is a Prince of the Church; if he be now raised to the peerage—and, if there are to be life peerages at all, it will be impossible to pass him over—even as a temporal peer he will take precedence of the Bishops of the Establishment.

THE CHARGES AGAINST THE CREW OF THE CHILDWALL.

The sixteen members of the crew of the British barque *Childwall*, who are charged with insubordination and attempting to scuttle the ship, were brought before Commander Rumsey, Harbour Master, to-day on remand.

Mr. Bowles (of Messrs Wotton and Deacon's office), who appeared for Captain Watson of the *Childwall*, said if Commander Rumsey intended to go on with the case in this court he must ask for a remand. It seemed to him from the Ordinance under which the case was brought that the powers of the Marine Magistrate were too limited to admit of his dealing with such serious charges as were brought here. The prisoners were charged (1) with insubordination, (2) with combined refusal of duty, (3) with assault, and (4) with attempting to scuttle the ship.

Commander Rumsey said three of the charges might be dealt with by him, but the fourth, that of attempting to scuttle the ship, was certainly a very serious one. The official papers, from the Consul at Manila referring to the case had gone to him, and he was now awaiting instructions on the matter. It might be decided to refer the case to the Police Court, but he thought that as he had begun to hear it he would not refer it to the Police Court before he had received the instructions he referred to.

Mr. Bowles said he might state that the Attorney General had been consulted on the matter, and he was of opinion that the proper proceedings would be to send the prisoners before the Police Court, but he thought that as he had begun to hear it he would not refer it to the Police Court before he had received the instructions he referred to.

Commander Rumsey said he thought it would be more in order for him to remand the case till he received instructions. He would therefore remand it till 10.30 a.m. on Saturday.

HAVING the courage to live within one's means is respectability.—*Beaconsfield*.

A WOMAN'S life is made up of little things. Make her life happy by little courtesies.

THE WAY to gain a good reputation is to endeavor to be what you desire to appear—*Socrates*.

A MAN'S nature will show through the fabric of his work, let him follow in the steps of what masters he will.

ADVICE, like snow, the softer it falls, the longer it dwells upon, and the deeper it sinks into the mind.—*Coleridge*.

A NEW thing in duds' imported hats this spring would be brains.—*New York Tribune*.

THE man who is looking for something to do rarely finds anything, but if he is willing to do anything he can always find something.—*T.M. Bissell*.

A MAN may be truthful in everything else, but he always played a better game of billiards several years ago than he does now.—*Philistines' Call*.

ON THE ends to be kept in view, all are unimportant compared with the end of character-making, and yet character-making is an end wholly unrecognized. It is never knowledge which is the moving agent in conduct, but it is always the feeling which goes along with that knowledge or is excited by it.—*Spenser*.

CORRESPONDENCE.

THE PEAK TRAMWAY.

To the Editor of the "CHINA MAIL".

12th June, 1888.

SIR,—If your correspondent "L.S.D." would take the trouble to go to the tramway car, he would probably find that he is mistaken as regards the classes for passengers.—Yours faithfully,

A. FINDLAY SMITH.

It appears to us that passengers are quite within their rights in demanding to travel anywhere on the car (except on the conductor's platform or on the roof), in return for the fare charged on the class which they occupy. This, we understand, is what the General Managers are prepared to admit. At present, however, as far as we can learn, the relation of demand to supply is somewhat irregular; and as there is as yet only one car running at either end of the line—and not a long train of fast, and third-class cars—the field of operations is necessarily somewhat restricted. With one car only, the Company naturally endeavoured to provide for differing nationalities and classes in Hongkong Society. This class, roughly speaking, "belong India and gentleman," that "belong soldiers and men," and the other "belong Chinese coolie." Some such classification appears to have been tried. The strict legal position doubtless would enable a lady or gentleman to rob shoulders in the 3rd class with a frouzy Chinese.

But the main object of the Company, while one car only runs from either end, is apparently to convenience the public in this matter as far as possible. Several residents appear to have misinterpreted this intention, and have raised objections which would more properly apply to a full-fledged Railway Company at Home.

Encl. C. M.]

EXHAUSTED CONDITION OF THE IMPERIAL TREASURY.

We understand that the Ministers of the Board of Revenue are much troubled in mind about the present exhausted condition of the Imperial exchequer. The two principal causes that have brought about this outlay on the river works in Honan, and the preparations for the approaching marriage of His Imperial Majesty. The Ministers of the Board of Revenue have accordingly submitted a memorial proposing certain measures to tide over the present difficulties. From this memorial it would appear that the general receipts from the different provinces amount annually to about Tls. 8,000,000, while tributary rice income is over Tls. 1,000,000. There is an income of Tls. 2,000,000 for the maintenance of frontier defenses, another Tls. 2,000,000 for the pay of the interior garrisons, and still another Tls. 2,000,000 for the pay of the army. In addition to these, there is the forty per cent of the customs revenue receipts, all of which are received by the Board of Revenue and disbursed by them for public purposes, may be approved by the Throne. Formerly the receipts from the provinces were being full and regular, the funds in the Treasury were quite sufficient to meet the required disbursements; but in recent years, on account of the urgent demands made on the different provinces to prepare for coast defence, to purchase ships-of-war, to pay back interest and principal on foreign loans, etc., they invariably withhold a part of the regular remittances, and forward only sixty or seventy per cent of their provincial contributions. While the provincial remittances have decreased, the Board's disbursements have increased. Exclusive of the Tls. 5,000,000 which had to be laid aside for the expenses of His Majesty's marriage, the Board have had to disburse Tls. 6,000,000 for the Yellow River works in Honan, Tls. 2,800,000, for the same in Shantung, Tls. 950,000 for cash coinage, and several hundred thousands of taels for the public works in Chihi. All these heavy disbursements have drained the Treasury of the accumulated savings of years. Up to the 15th of the third moon, the special funds remaining in the Treasury amount to Tls. 5,400,000, of which sum, Tls. 1,000,000 are to be paid as allowances to the army, Tls. 2,380,000 for the expenses of the frontier garrisons in the three Eastern Manchurian provinces of the Amur, Kirin, and Feng-tien. Deducting these two items, there is left in the treasury only Tls. 1,230,000, while of the general funds the last tail has been expended. It will be some time before the annual remittances from the provinces will arrive. In the meanwhile the Board have no funds wherewith to make disbursements. It is proposed, therefore, in order to tide over the present emergency, to transfer the residue of the special funds to the general fund. In addition to this, no slight task in a complex modern war-ship. The maintenance of strict discipline, naturally so strange to the Chinese character, therefore demands much tact in its introduction; unfatiguing energy and self-devotion are also needed. No one, however, who has seen Admiral Lang at work can but admire the high qualities of the man whom the Chinese Government has so fortunately secured for its services.

Comparisons are odorous," says the board, but still one cannot see the four fine new ships from Germany and England without wondering whether the high speed and heavier armament on a smaller tonnage do not give the palm to the Armstrong boats, despite the belted sides of the Steamer cruisers, which some prefer to the curved steel decks of the other ships.

However, the quarrel is a very pretty quarrel as it stands, and we should only spoil it by trying to explain it, especially in the delicate state of international relations in North China!

The English and other navies might have been searched pretty closely to find a man so adapted to the work of organizing and commanding a Chinese fleet as their present leader. Knowledge of the work in all its detail, so as to impart and to correct, is no slight task in a complex modern war-ship. The maintenance of strict discipline, naturally so strange to the Chinese character, therefore demands much tact in its introduction; unfatiguing energy and self-devotion are also needed.

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Section.

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